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The Resources and Development Committee review and adopt the NDOT five-year Tribal Transportation Improvement Plan, page 3.



NAVAJO NATION FLOODING
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ATIIN BA HANE'

NAVAJO NATION ROAD NEWS

NOVEMBER 2013

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TOHAJIILEE CHAPTER



Navajo Division of Transportation partnered with Tohajiilee Chapter and Bernalillo County to pave the access road leading to Behavioral Health Services and the Tohajiilee Health Clinic. Plans are in development to pave the chapter house road in the near future. Bernalillo County used surplus asphalt to pave their frontage road near Interstate 40.

ALBUQUERQUE-Partnership is the future of transportation.

In an industry where paving one mile of roadway at a cost of \$1 million is not uncommon, stretching that transportation dollar is more important than ever in this age of sequestration and budget cuts.

Navajo Division of Transportation teamed up with Bernalillo County Public Works Division and the Tohajiilee Chapter to pave two miles of road in the community. The paving project is for access roads connecting the community with healthcare facilities and the chapter house.

On Oct. 25, 2013, all three entities met at the Public Works Division in Albuquerque to discuss progress on the project and to prepare for the

final phase of paving.

NDOT director Paulson Chaco said the collaboration with the chapter and county was crucial to providing residents with accessibility to their facilities.

"Partnering with the chapter and county, we provided asphalt, which was utilized to pave two miles of road in Tohajiilee," Chaco said. "There is still another mile that will be paved."

Bernalillo County matched NDOT and the chapter dollar for dollar, with in-kind services to pave the roadway, utilizing their own equipment and manpower.

NDOT contributed 7,360.26 tons of warm mix asphalt at a cost of \$441,785.75 which was paid in Sept. 2013. Tohajiilee Chapter *SEE Tohajiilee on page 12*

Naa'biki'yati Committee debates taking NDOT land into trust via Navajo Hopi Land Commission

Legislation No. 0255-13 was approved by the Naa'biki'yati Committee of the 22nd Navajo Nation Council by a vote of 12-0 on Sept. 26, 2013.

Paulson Chaco, Navajo Division of Transportation director, said the legislation's passage was a good move for the Navajo Nation.

Chaco said, "We are moving quickly to take this land into trust for the benefit of the Navajo Nation."

The land exchange process was a true demonstration of government-to-government relations, he said, and that the land in Tse Bonito, N.M. will also benefit the Navajo Nation with the potential for economic development.

The Navajo Transportation Complex was constructed on 7.5

acres of land and 78 acres of land adjacent to State Route 264 remains open for development.

Sponsored by council delegate Walter Phelps (Bird Springs, Cameron, Coalmine Canyon, Leupp, Tolani Lake), the legislation approved and authorized President Ben Shelly to sign the general warranty deed for 85.68 acres of land in Tse Bonito, to be held in trust for the Navajo Nation, pursuant to Public Law 93-531 and Public Law 96-305.

To expedite the process for converting the land into trust, NDOT is utilizing the authorities of the Navajo Hopi Land Commission.

Phelps explained the land was exchanged with the state of New Mexico.

"NDOT acquired that land and the land is fee simple land right now," Phelps said. "We're in the process of taking the land into trust, using the Navajo Hopi Relocation Act, as amended."

On Nov. 27, 2012, the Indian Affairs Committee of the New Mexico Legislature convened at the State Capitol for the regular session, including a land exchange signing

"We are moving quickly to take this land into trust for the benefit of the Navajo Nation."

ceremony between the Navajo Nation and the New Mexico State Land Office.

NDOT purchased 3.6 acres of land in Silver City, which

was exchanged with the NMSLO for 85.6 acres of land in Tse Bonito. Both parcels of land were valued at \$200,000.

Initiating this land exchange process in March 2011 was Sen. John Pinto sponsorship of Senate Memorial 45, which requested the NMSLO to begin studying the land exchange with the Navajo Nation.

The memorial stated, "It may be in the best interests of the Navajo Nation to own the land upon which the transportation center is to be located rather than to lease the land from the state."

With the land exchange complete, NDOT has focused on taking the land into trust by the NHLC on behalf of the Navajo Nation.

NDOT will pay \$25,000 per year in rent to the NHLC. The rate was *SEE NDOT on page 19*

Yá'át'ééh!

Welcome to the latest issue of *Atiin Ba Hane'*, the official publication of the Navajo Division of Transportation.

Much has happened since our last edition and we would like to get you up to speed on what we've been working on in the past quarter.

First of all, the paving construction of Navajo Route 20 is finally complete.

This emergency detour project was completed in an unheard of 79 days, 11 days ahead of schedule.

We have worked closely with our partners at Arizona Department of Transportation, Federal Highway Administration, and Bureau of Indian Affairs to get this project done. We applaud both ADOT and FHWA for positively impacting the lives of Navajo families living along the route. You have tremendously improved their quality of life.

The summer monsoons were both a blessing and a challenge for many Navajo chapters.

Operation Storm Surge was our response to the intense flooding that occurred across the Navajo Nation in August and September 2013. We had the NDOT Department of Roads clearing roads and making sure Navajo families had access to their homes and basic necessities. This was a massive undertaking and we responded as quickly as possible to address these washouts.

Our Department of Airport Management has made terrific headway in 2013 and we are happy to report on the Navajo Nation Council's approval of Legislation No. 0092-13, allowing the department to facilitate the Federal Aviation Administration's federal funding for airport improvement projects.

Additionally, the department hosted "Connecting the DOTs,"

the second part continuation of a work session that began two years ago. This meeting brought state, county and tribal DOTs together for a meeting on aviation and other transportation initiatives.



Finally, the department's meet and greet work session with medical transport companies was equally important. The meeting gave pilots and medical transport companies an opportunity to share challenges and opportunities for improving air medical transportation services on the Navajo Nation.

I would be remiss if I didn't mention the work and partnership we've done with Bernalillo County to pave a portion of roadway in Tohajiilee. These are ongoing efforts and we are hoping to improve the dirt road leading to the chapter house in the very near future.

The division has also worked to convert NDOT land into trust, via the Navajo Hopi Land Commission. This has been a long process and we are excited to report the remaining lands near State Route 254 will be opened up for economic development for the Navajo Nation.

In all, it's been business as usual for NDOT. We continue our commitment to provide safe transportation infrastructure through innovation and partnerships.

Ahe'hee!

Paulson Chaco
DIRECTOR

NAVAJO DIVISION OF
TRANSPORTATION

*All stories, photos,
graphics by RICK
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where noted.*



NEW MEXICO DEPARTMENT OF TRANSPORTATION AND NAVAJO DIVISION OF TRANSPORTATION DISTRICT 5 PROJECTS ON THE NAVAJO NATION



NM 371

Pavement Rehabilitation Project - MP 61 to MP 72.5
Project was substantially completed on July 23, 2013.
This was cold mill and overlay work at a cost of \$5,300,000.

Maintenance Operations Update - 2012 Contracted Services

Pavement rehabilitation from MP 75 to MP 76 at a cost of \$500,000. Crack Seal work from MP 76 to MP 78 at a cost of \$140,000.

Routine Maintenance

Accomplishments from Jan. 2012 to present include:
Snow Removal Operations at \$31,660.
Emergency Hand Patching at \$19,675.
Blade Patching at \$18,272.
Fence Maintenance at \$4,593.
Litter Pickup at \$2,554.

Future Maintenance and Projects

A pavement rehabilitation project is scheduled from MP 72.5 and MP 83.5 to MP 84.5 at a cost of \$1,300,000.

Another pavement rehabilitation project from MP 265 to MP 31.8 was completed on July 21, 2013.
This was cold mill and overlay work at a cost of \$3,550,000.

A pavement rehabilitation project was also completed on July 23, 2013, from MP 24.5 to MP 26.5.
Again, this was a cold mill and overlay project, completed at a cost of \$1,360,000.

A highway safety improvement project from MP 2 to MP 3 at Beclabito Chapter will enhance traffic safety with flashing beacons, realignment of turnouts, and include school bus pullouts at a cost of \$150,000. This project is scheduled for summer 2014.

Another highway safety improvement project from MP 20 to MP 22 in Shiprock will provide auxiliary lanes for access to schools and include a pedestrian walking path at a cost of \$2,000,000.
This project is under preliminary development and is slated for 2015 or 2016 construction.

Tribal Transportation Improvement Plan

Five-year NDOT plan approved by Resources and Development Committee



Delegate Leonard Pete said if Navajo DOT cannot obtain a right of way easement from the Hopi Tribe, then the Navajo Route 4 project will have to go around the Hopi Reservation on the northside, which will involve construction of two bridges.



Paulson Chaco, Navajo Division of Transportation Director, reported before the Resources and Development Committee on Sept. 26, 2013 for the FY 2014 Navajo Nation Tribal Transportation Improvement Plan.



Left, new department manager Karen Benally of the NDOT Department of Planning follows along with the report. Right, council delegate Leonard Tsosie shared concerns about the Hopi Tribe's approval of a right of way easement for Navajo Route 4 from Pinon to Hard Rock project.



Chairwoman Katherine Benally agreed with her colleague, Leonard Tsosie, and said NDOT must discontinue negotiations with the Hopi Tribe until an agreement could be reached on the right of way easement.



Former Navajo Nation President Dr. Peterson Zah listens intently to discussions.



NDOT engineer Darryl Bradley reports changes on the TTIP to the committee.

NDOT, URS Corp. move forward with Huerfano Bridge



Top, officials from Navajo Division of Transportation, Navajo Nation Council, New Mexico Department of Transportation, San Juan County and URS Corporation met in Albuquerque on July 31, 2013, to discuss the replacement of the Huerfano bridge. NDOT is contributing \$1.5 million toward the replacement of the bridge, estimated to cost \$2.3 million. Above, manufacturing data stenciled on the Huerfano Bridge support beams indicate a date of Sept. 1952.

ALBUQUERQUE-Officials from the Navajo Division of Transportation, San Juan County, New Mexico Department of Transportation, URS Corporation, and Navajo Nation Council met on July 30, to discuss the replacement of the Huerfano Bridge.

Community members from Huerfano have been asking for a bridge replacement for over 20 years.

The PS&E (plans, specifications and estimates review) meeting took place at the URS corporate headquarters. PS&E review meetings are typically conducted when the plans, specifications and construction cost estimate are approximately 99 percent complete.

URS is the consulting engineer under contract with San Juan County to design the bridge and overall project, prepare construction documents, and monitor construction.

Bridge No. 8105, which carries San Juan County Road 7150 over the Gallegos wash, is in desperate need of repair, especially now with monsoon season in full swing. Commercial vehicles and trucks weighing over 10 tons must travel the detour access route through the wash for crossing.

The bridge is located approximately 6.3 miles west of Highway 550. Although community members regularly travel on the bridge

to get home, the rusty and deteriorating condition of the structure cannot be underscored enough.

The entire structure vibrates whenever vehicles travel across. Although this region of New Mexico is suffering from drought conditions, monsoon rains could easily complicate the bridge matter exponentially if water began flowing through the Gallegos Wash.

The cost estimate to replace the bridge is at \$2.3 million.

NDOT, NMDOT, Federal Highway Administration, San Juan County and the New Mexico Gross Receipts Tax are all contributing agencies for the project. NDOT will provide \$1.5 million in funds to replace the aging structure.

Paulson Chaco, director of NDOT, said the Huerfano bridge project is the first project funded by the direct funding agreement between NDOT and the FHWA, which was cemented in Feb. 2013.

"This is the first time NDOT is taking over the reins from the Bureau of Indian Affairs to complete this project from start to finish. We are utilizing funds from the direct funding agreement for this project," Chaco said.

In 2013, NDOT became partners with the FHWA and BIA to complete road projects on the Navajo Nation, receiving annual appropriations of \$10 million from the FHWA. BIA receives \$44 million annually for services on Navajo Nation roads.

Finding the funding for the Huerfano bridge project was the biggest challenge stakeholders had to overcome. To date, development for the bridge has taken over five years, most of the time spent identifying potential funding sources.

Peter Hinckley, principal transportation engineer for URS, said construction of the project is slated to begin Jan. 2014, with construction to be finished in Oct. 2014.

"The span of the bridge is 356-feet. The average height of bridge deck above natural channel is 11 to 12-feet," Hinckley said. "The bridge will be constructed of pre-stressed concrete girders on drilled shaft foundations, with a cast-in-place concrete deck."

During the construction period, the existing bridge bypass will remain open for traffic.

"Bridges are a very important element of our national, regional and local infrastructure that warrant increased funding and upgrading," Hinckley said.

He said the new bridge will provide a safe route for local residents, school buses and the general public to cross the Gallegos Wash, which is one of the largest ephemeral waterways in San Juan County.

"The new bridge will carry two lanes of traffic instead of the one lane on the old bridge. It will also have shoulders that can be used by pedestrians or bicyclists," Hinckley said. "The new bridge barrier rail will meet current design standards for both automobile and truck traffic."

Information: www.navajodot.org



Navajo Nation Flooding

Communities facing cleanup in Chinle, Crownpoint, other areas



The Chinle Valley faced major flooding and road washouts in Sept. 2013. Crews were staged at Wildcat Den in preparation to assist stranded families and road washouts.



Left, Many Farms Lake. Right, Rock Point ridge. Both areas were flooded.



Left, Tuba City weathers the rain storms. Right, Many Farms Lake in the distance.



Standing majestically in the distance is Navajo Mountain. Because of the drought conditions, the monsoon rains were a blessing and challenge for communities.



Rock Point was hit hard with flooding problems in Sept. 2013. A helicopter was flown in to assist. The community school is visible above.

OPERATION: STORM SURGE 2013

Monsoons flood Chinle, Rock Point, Crownpoint communities



Summer monsoons swamped the Navajo Nation and had several communities awash with flood waters. Above, a torrent of water flows through Black Creek Wash in Sept. 2013. NDOT Dept of Roads responded to flooding and cleared washed out roads in collaboration with BIA and County DOTs.

WINDOW ROCK-The flood waters have finally receded.

For over a month, the Navajo Nation received several inches of rainfall from the monsoon rains, giving life to the high desert plants and challenges for reservation travelers in the process.

According to the National Oceanic and Atmospheric Administration, the Navajo Nation received over 150 percent of the normal amount of precipitation. Portions of Coconino and Navajo County received almost double the normal monsoonal rainfall.

"We have been working the two months to address washouts and flooding across the Navajo Nation," said Paulson Chaco, director of Navajo Division of Transportation.

Chaco said NDOT staff worked late into the night and on weekends to get the roadways cleared.

"The storms first hit the Eastern Agency in mid-August and continued through into the month of September for the Chinle Agency," Chaco said.

"We utilized funds that were earmarked for FY 2014 road maintenance projects to address the flooding.

"The Navajo Nation needs to do a mitigation plan for these flood plains," he added.

On August 21, 2013, the Navajo Nation Commission on Emergency Management met at the Navajo Transportation Center Emergency Operations Center and declared a state of emergency due to damages from and in response to torrential monsoonal flooding throughout the Navajo Nation.

The declaration was passed by a vote of 4-0.

The Commission stated the Navajo Nation sustained damages exceeding the one million dollar threshold for the Federal Emergency Management Agency's major disaster declaration.

Tribal programs suffering damages from the storm included Fleet Management, Motor Pool, Body Shop, Navajo Environmental Protection Agency, Department of Justice, Navajo Nation Council Chamber,

Navajo Nation Zoo, Navajo Tribal Utility Authority, and Bureau of Indian Affairs offices.

The declaration listed 21 Arizona chapters that sustained damages, plus 26 chapters in New Mexico with similar damages, and six chapters in Utah that were also adversely affected by the weather conditions.

In addition, 50 earthen dams, excluding federally-listed dams under the Safety of Dams, were breached from the heavy rainfall.

Signed by CEM Commissioner Herman Shorty and Navajo Nation President Ben Shelly, the declaration allowed the Navajo Nation to coordinate emergency and disaster relief with non-tribal entities.

Chaco said although NDOT was not in the business of maintaining dams, his crew worked feverishly on Sept. 14 to prevent the Crownpoint Dam, located behind the old PHS housing, from breaching.

Lyneve Begaye, an archaeologist with the NDOT Project Planning Department, said she assisted various agencies volunteering with emergency services in Crownpoint.

"Crownpoint Dam needed monitoring for environmental and archaeological services. We also took out water and supplies for residents," Begaye said.

Volunteers utilized a six-inch pump owned by NDOT to begin pumping water out of the dam to relieve pressure. Begaye and others also filled and stacked sandbags to hold back the water.

Begaye said, "We ended up sandbagging and clearing an area for our blade and loader to cut a spillway into the dam to relieve the pressure.

With assistance from the Department of Water Resources, a deep spillway was cut into the dam and a larger flooding disaster for the community was

averted.

On Sept. 16, President Shelly requested for assistance from FEMA to address the damages from the storm.

Recently, NDOT Department of Roads released a report titled "Operation Storm Surge," which tracked their efforts with flood road maintenance activities from the past month.

The eight-page report detailed the scope of work provided by NDOT road crews during recent rain storms and floods across the Navajo Nation.

For the Chinle Agency, 27 routes were cleared. The six washouts and one sinkhole in the area resulted in 81.6 miles of road that was bladed and reshaped and 2,024 cubic yards of road that was backfilled.

Using the manpower of 14 NDOT personnel and seven heavy equipment vehicles, the total cost for the road maintenance was \$37,233. Fleet expenses amounted to \$24,309 and personnel expenses totaled \$12,923.

Work began on Sept. 3, with an assessment of the Chinle Agency and briefing meeting at the Incident Command Center at Wildcat Den. Road maintenance activities concluded on Sept. 20, with washout repair and culvert backfill on N8068 in the Tachee and Whippoorwill area.

A total of 52 road maintenance projects were completed, with assistance from the Bureau of Indian Affairs, which worked on 12 of the projects.

The Department of Roads also released a second report, detailing work performed in the Tonalea and Cow Springs area from Sept. 4 through Sept. 13.

There were six washouts and one sinkhole in the area and NDOT road crews cleared five routes of sediment and

SEE Operation on page 18

Navajo Hopi Land Commission takes NDOT land into trust



The Navajo Transportation Complex sits on 85.6 acres of land in Tse Bonito, N.M. The land was attained through a land swap with the New Mexico State Land Office in 2012.



Council delegate Leonard Tsosie referred to the efforts to get more money in rental fees from Navajo DOT as a "double shakedown." Tsosie disagreed with higher rent because the division purchased the land and gave it to the NHL.



Top, Navajo Hopi Land Commission votes to support the legislation. Above, legislation sponsor was Walter Phelps. He is seated next to Paulson Chaco, NDOT director, and Karis Begay, an attorney for Navajo Nation Department of Justice.

Connecting the DOTs aviation work session



Holly Hawkins, state airport engineer with the Arizona Department of Transportation Aeronautics, listens to discussions during the Connecting the DOTs work session and provided feedback on available funding opportunities.



Arizona Department of Transportation Aeronautics group manager Michael Klein wrote a White Paper regarding the State Aviation Fund, which subsequently resulted in the passage of Senate Bill 1317, and allowed tribes to compete for state aviation funding for airport infrastructure improvements.

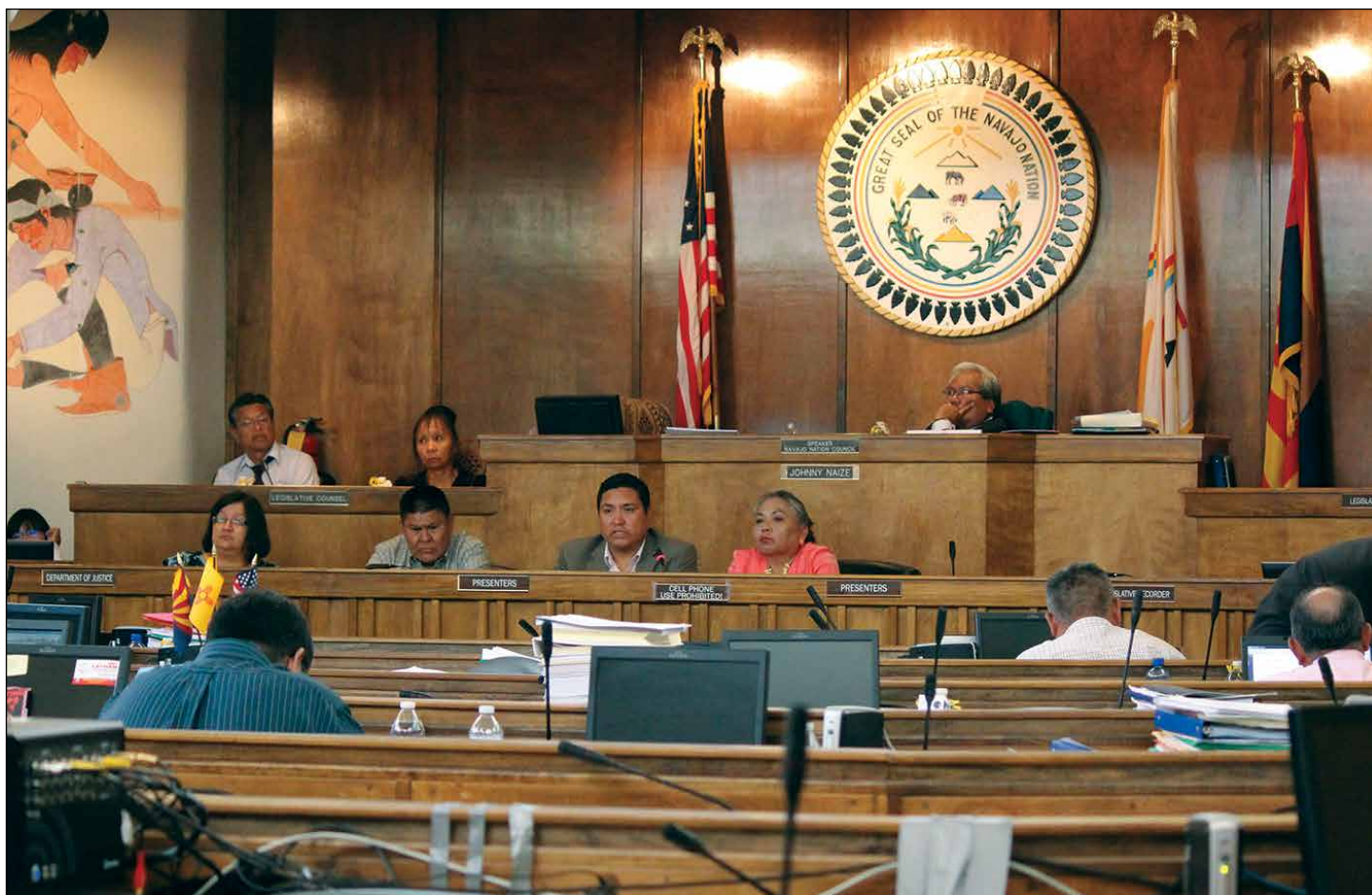


Left, Arlando Teller, program manager for NDOT Dept of Airports Management, facilitates discussions on aviation efforts. Right, Ron Shutiva, tribal liaison for New Mexico Dept of Transportation, makes a point on the importance of aviation for tribes, especially for air medical transport in rural areas.



The second part of Connecting the DOTs took place at the Navajo Transportation Complex on August 13, 2013. The day-long work session brought together representatives from NDOT, ADOT, NMDOT, Armstrong Consultants, Genesis Consulting, Arizona Airports Association, Federal Aviation Administration, Bureau of Indian Affairs, Tuba City Regional Health Care Corporation, and Kayenta Township.

Airports legislation approved by Navajo Nation Council



Navajo Division of Transportation Department of Airports Management program manager Arlando Teller reports before the Navajo Nation Council during the 2013 Summer Session. The council agreed to waive provisions to the Navajo Nation Business Opportunity Act and Navajo Nation Preference in Employment Act in order to receive funding from the Federal Aviation Administration.

WINDOW ROCK—During the 22nd Navajo Nation Council 2013 Summer Session, Navajo Division of Transportation and the Department of Airports Management reported before the council for Legislation No. 0092-13.

The legislation was for amendments to Title 5 and Title 15 of the Navajo Nation Code, waiving the Navajo Business Opportunity Act and Navajo Preference in Employment to facilitate the Nation's receipt and use of funds from the Federal Aviation Administration for Navajo Nation airports.

The Navajo Nation owns seven airports in Chinle, Crownpoint, Ganado, Kayenta, Shiprock, Tuba City and Window Rock. All

are in major need of infrastructure improvements in the form of runway improvements, lighting, and other repairs.

Delegate Leonard Tsosie (Baca-Prewitt, Casamero Lake, Counselor, Littlewater, Ojo Encino, Pueblo Pintado, Torreon, Whitehorse Lake) opposed the legislation out of principle, especially since there was no official letter from the Navajo Nation arguing for the retention of tribal sovereignty.

He said waiving tribal sovereignty for one government agency will only open the door for others to follow suit.

"It'll have that domino effect. Then it reaches down to the state level," Tsosie said. "It doesn't matter what perspective

you look at it from, you're still diminishing Navajo sovereignty."

Russell Begaye (Shiprock) held the view that the language should reflect provisions negotiated with Navajo Generating Station.

"By saying preference will be given to qualified Navajos and qualified Navajo businesses, is also still respecting our sovereignty. It still respects our laws by saying that," Begaye said.

Tsosie suggested a letter be written and sent to President Barack Obama, with the intentions of requesting a face-to-face discussion over the protection of tribal sovereignty.

"If you're not honoring the treaty, you're not honoring the U.S. Constitution. Let's

demand the protection of Navajo sovereignty," Tsosie implored.

He identified waiving tribal sovereignty and making allowances for sidestepping Navajo preference in employment and business is the reason why the tribe has such high unemployment.

Dwight Witherspoon (Black Mesa, Forest Lake, Hard Rock, Pinon, Wippoorwill) offered a text book definition of sovereignty and said the airports are in tremendous need of repair.

"Essentially, sovereignty relates to the authority to act, on your own behalf, in terms of self-governance and regulation of establishing policies for yourself and self-determination," he said. *See AVIATION on page 16*

'The new future of how we work together'

Unprecedented partnership paves the way for future collaborations and projects



The newly-paved U.S. 89T, formerly Navajo Route 20, stretches north from Bodaway-Gap Chapter to Coppermine and LeChee Chapters. The road has restored essential traffic from U.S. 89 until ADOT can finalize repairs of the road.

The newly paved roadway stood out in stark contrast against the high desert landscape. The paving of Navajo Route 20 by the Arizona Department of Transportation was not just another road project, but rather, a collaboration of tribal, state and federal agencies the likes of which have never been seen throughout Indian Country.

On August 29, 2013, the Coppermine Chapter hosted a soft opening for N20. The celebration took place at the intersection of Coppermine Chapter Road and N20. Hundreds packed into the white tent erected off the roadway and listened to speakers share experiences from the road project.

N20 is now officially designated as U.S. 89T and will restore essential traffic from U.S. 89. The new detour will provide the most direct route to Page. A segment of U.S. 89 was damaged in the early morning hours of Feb. 20, after a dry landslide occurred in the Bitter Springs

and Echo Cliffs area.

Floyd Stevens, president of Coppermine Chapter, was incredulous like many of his constituents, after hearing N20 was going to be paved. "Our initial reaction when we heard that Coppermine Road was going to be paved was, 'Is it true? Is it really happening?'" Stevens said during the dedication ceremony.

To pave 28 miles in 79 days is no easy feat. The community of Coppermine is ecstatic the new road is finally open. For decades, residents had to travel bone jarring washboard conditions and traverse extremely sandy segments of N20, the notorious dirt road that began as a trucking route for the mine.

"But we are also humbled by the fact that this road was built at the expense of Highway 89 and also our local neighbors that who were inconvenienced," Floyd said.

Matt Trembly, project manager for FNF Construction, Inc. spoke next.

When asked to speak during the dedication ceremony, Trembly said he thought back to the groundbreaking, when

President Shelly said that road would be built the old fashioned way, by working together as ants.

"We had over 750 individuals working on this project. The first day we moved dirt was the end of May and last day we performed asphalt paving was Aug. 8," Trembly said. "A total of 69 calendar days to build 28 miles of road, something that's unheard of."

The construction crew moved 450,000 cubic yards of dirt.

To put that into perspective, that amount of dirt would bury an entire football field 250 feet deep, he said, equal to the height of a 25-story building. Additionally, 26 million gallons of water was hauled from water treatment plants in Tuba City and Page.

Crews hauled in 127,000 tons of gravel to go beneath the asphalt and 110,000 tons of hot mix asphalt. FNF Construction had two separate hot plants, one for asphalt south of Gap and the other west of the Page Water Treatment Plant. On their busiest day, 170 trucks were running between day and night shift to haul material to the site.

"But the key aspect to that is

we hired a lot of locals. We put a lot of people to work and we pumped a lot of money into the economy," Trembly said.

Equally important was the feat of completing the road without a single injury in the construction process. We'd experienced sand before, but we'd never experienced sand like this, he said. FNF crewmembers helped people that got stuck in the sand and pulled them out.

Trembly looked at the crowd and said, "I hope you enjoy your new road and take care of it."

ADOT Deputy State Engineer Rob Samour began his remarks with a simple thank you.

"I think that the road that we constructed actually represents a little bit more than a project completed in the normal fashion," he began. "It represents true partnership."

Samour asked the audience where they were on Feb. 19 of this past winter. For ADOT, it was a time for preparation for the big snowstorm that was to hit the Mogollon Rim that night. Instead, he said the landslide that damaged U.S. 89 on Feb. 20 was completely unexpected.



Navajo Nation President told residents of Coppermine and Bodaway-Gap Chapters that N20 was finally paved, which drew a big applause from the audience. Shelly lauded the efforts of Navajo Division of Transportation and others for working together and assisting ADOT with obtaining a temporary construction easement.

ADOT, FHWA pave 28 miles of road in 79 days

He went through a timeline of events in chronological order: the first partnership meeting on Feb. 26 in Flagstaff; the March 15 opening of the emergency access route through the U.S. 89 corridor; the department's public outreach to affected chapters on April 1; and the presentation to the Resources and Development Committee the next day for approval of the construction easement.

"As tragic as the landslide was, I think it brought us all together", Samour said. "So from Feb. 20 to May 20, we designed, cleared environmentally, acquired an access easement, and were ready for construction. That is a great example of partnership."

Establishing these new relationships between tribal, state and federal agencies will go a long way, he noted, especially for future projects.

"To our partners at the Navajo DOT, I believe that this project represents the new future of how we work together," Samour said.

Karla Petty, division administrator for the FHWA Arizona Division spoke next. She said it was an honor and a privilege to represent U.S. Department of Transportation and FHWA at the soft opening.

"The importance and urgency related to the recovery efforts of the U.S. 89 landslide continues to be recognized at the highest levels of U.S. DOT," Petty said. "Road closures such as U.S. 89 emphasize the importance of transportation in our daily lives."

"Good, efficient and safe travel impacts the quality of our life and the economy of the people, she added.

The FHWA Emergency Relief Program provided ADOT with \$37 million to date to address the landslide damage on U.S. 89, \$35 million of which was used to pave N20 as an interim detour route. She echoed similar sentiments as previous speakers.



Federal Highway Administration Arizona Division Administrator Karla Petty addresses the audience on efforts to pave Navajo Route 20 as an emergency detour route to restore traffic from U.S. 89. Petty said partnership was the key and extended thanks to the Navajo Division of Transportation and others.

Petty said the collaboration between tribal, state and federal levels was tremendous and unprecedented.

She said the project was a demonstration how transportation is a unifying thread to all, regardless of background and personal perspectives. The emergency allowed everyone to pull together toward a common

goal, she explained. impressed with how fast the project was constructed. I didn't think it was possible, but I guess everyone here made it happen, he said.

LeRoy Gishi, chief of the BIA Department of Transportation spoke next and reminded the residents the road belonged to them and that sometimes, it takes more effort to get local, state and

that got the ball rolling.

In particular, he lauded the efforts of former council delegate Evelyn Acothley, whom he credited with successfully lobbying Congress for high priority funding in FY 2004 in the amount of \$680,000 to begin work on environmental and archaeological clearances. The surveys conducted would

"Road closures such as U.S. 89 emphasize the importance of transportation in our daily lives."

goal, she explained.

Addressing the audience on behalf of Speaker Johnny Naize was Darrell Tso, legislative assistant, who said the construction was done through prayer and faith.

"Good job, we deserve this. What an incredible task. Thank you," Tso said.

BIA regional engineer Herbie Larson agreed and said he was

federal governments to act.

"We have 566 tribes that are federally-recognized throughout the nation and we have never seen a project of this size on any of our projects as a whole," Gishi said.

President Shelly spoke next and said the idea to pave N20 wasn't something that coalesced 80 days ago. In fact, he said, it was through previous leadership

eventually be used by ADOT for the road's paving construction.

"Thank you for listening to our concerns and including important project features like right of way fencing, cattle guards and bus turning lanes," Shelly said.

Tohajiilee road paving

Navajo DOT partners with Bernalillo County and Tohajiilee Chapter



NDOT Director Paulson Chaco, center, speaks with David Mitchell about paving efforts in Tohajiilee. Seated to his right is NDOT Deputy Director Ben Bennett, and to his left, Tohajiilee community services coordinator Nora Morris.

Continued from front page
contributed 4,432 tons of warm mix asphalt at a cost of \$295,000 which was paid in July 2013.

The two Navajo entities contributed a total of \$736,785.75 toward the project, which was matched by Bernalillo County for a total project cost of \$1,473,571.50 to pave two miles of road in Tohajiilee and one mile of road owned by the county.

The symbiotic nature of the agreement allowed Bernalillo County to use a portion of the asphalt surplus to pave a one mile segment of a frontage road in their jurisdiction, just off I-40, near the casino owned by Laguna Pueblo.

Laguna Pueblo recently acquired lands in the area outside the Tohajiilee reservation boundaries, near the improved roadway in the county's jurisdiction.

After the one mile portion of the county road was paved, Laguna Pueblo approached the Mid-Region Council of Governments of New Mexico to take over the road.

David Mitchell is the department director for Bernalillo County Operations

and Maintenance.

Mitchell said the Bureau of Indian Affairs needed to be involved with the project to clear up jurisdictional issues that may arise in the future.

"BIA needs to get involved to say that's a public road," Mitchell said. "Of course (Laguna is) interested in taking over the road, we just finished paving it," Mitchell said.

Chaco said NDOT would share design plans on the chapter access road with Bernalillo County before next paving effort in Tohajiilee.

The partnership formula is gaining traction and becoming more popular, because the cost of construction is divided between all the entities involved.

NDOT has long advocated for partnerships with the tribal, county, state and federal entities for road maintenance and construction.

"The counties have been doing this kind of work for a long time, especially McKinley County and Apache County in Arizona," Chaco said. "You've got to be innovative with stretching that dollar."

Tohajiilee community services coordinator Nora Morris

was not satisfied with recent developments and demanded more roads be paved for her chapter.

"That's not my only road. Remember, there's 68 miles on my reservation that needs to be paved," Morris said.

For now, NDOT plans on finalizing the Tohajiilee paving project and begin preparation for the snow removal activities that will undoubtedly have the Department of Roads busy for the winter season.

In addition to manpower, Bernalillo County utilized a

a detention basin right in here. It traps the water that's flowing down. Then it meters out and goes into a 24-inch culvert that's under the road now."

If weather permits, Bernalillo County road crews will be back out in Tohajiilee in two to three weeks to finalize the partnership project, paving the chapter house access road and hopefully connecting it to Medicine Horse Road near the medical clinic.

Information:

www.navajodot.org

***"That's not my only road.
Remember, there's 68 miles on my
reservation that needs to be paved."***

bulldozer, two motor graders, a compactor, water truck, and several county trucks to complete the paving project near the Tohajiilee health centers.

During recent flooding in Sept., Bernalillo County road crews had to ensure the newly-paved road was not negatively impacted by flood waters.

Mitchell said, "They build



Left, David Mitchell, department director of Bernalillo County Operations and Maintenance. Right, Tom, project manager for the Tohajiilee paving effort.

Floods wreak havoc across the Navajo Nation



Residents and curious on-lookers watch flood waters flow over the top of Tse Bonito Bridge, just outside Window Rock. The September monsoon rains nearly compromised the concrete bridge, which was constructed a few years ago.



Left, remnants of flooding in Many Farms. Right, a Navajo family took matters in their own hands and carved out a flood channel to relieve flood waters.



Above, earth roads in Tiis Tsoh Sikaad faced severe flooding and erosion. The chapter declared a state of emergency for drought conditions and flooding conditions within one week in August 2013. A Navajo sheepherder in the area cried as she witnessed over 30 head of sheep being washed away in the flood waters in Sept. 2013, one of many stories shared with the Department of Emergency Management.



Floods also hit residents of Iyanbito, N.M. Dakota Loop, a Navajo DOT Fuel Excise Tax project, was completed in summer 2013, providing area residents with a gravel road to address muddy conditions during inclement weather. While the road held up find against the flood waters, the shoulders of the roadway faced erosion from flood channels. Above, a motor grader cleans up washouts in the area.

NAVAJO DOT TRANSPORTATION PLANNING

* Statistics courtesy of NDOT
Dept of Planning Management

Navajo Nation Public Road System

NDOT Road Maintenance and Improvement

Grader Operator Productivity

- Grade 4 miles/day, 20 miles/week, 80 miles/month.
- 17 graders = 1,360 miles/month, or 14,960 miles/ year.
- Bear in mind, this is one time blading.
- 4 times/year = 3,740 miles
- Cost of Blading: 14,960 miles x \$750 per mile = \$11,220,000

Cost of Graveling Dirt Roads (Per mile)

Water needed for construction

- Water Permit (200,000 gallons) @ \$1,000
- Equipment (3 Water Trucks) @ \$7,000
- Labor (3 Personnel) @ \$2,000
- Subtotal: \$10,000

Road Base Grading

- Equipment (2 blades) & Labor (2 personnel) @ \$1,500

Graveling Roadways

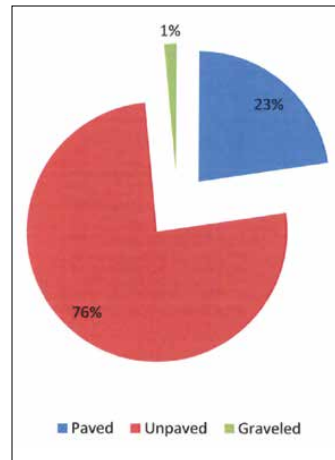
- Gravel (2,100 tons x \$28/ton) @ \$67,200
- Mag Chloride (6,000 gallons) @ \$4,500
- Equip. (3 water trucks, 2 rollers, 3 blades) @ \$15,000
- Labor (8 personnel) @ \$4,000
- Subtotal @ \$90,700

Gravel Construction Total = \$102,200 per mile.

Graveling 10 miles of road would cost approximately \$1,022,000.

New Paved Road: \$2 million per mile.

Current annual funding of \$55 million allows for only 27 miles per year of new road construction.

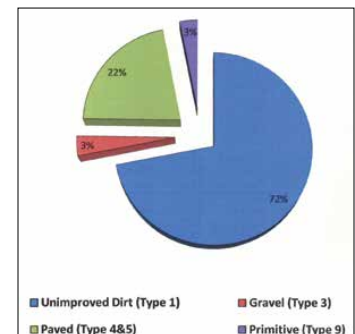


There are approximately 14,733 miles of public roads on the Navajo Nation.
States: 1,642 miles (Including U.S. Route 491)
Counties: 1,864 miles
BIA: 6,217 miles
Navajo Nation: 5,010 miles

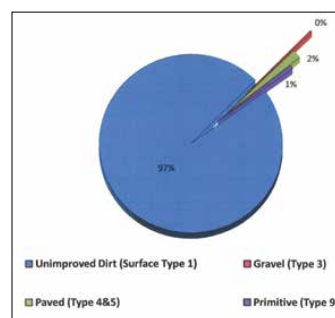
Paved Roads: 3,381 miles (23%)
Unpaved Roads: 11,352 miles (76%)
Graveled Roads: 234 miles (1%)

Road Surface Type by Ownership and Mileage

Bureau of Indian Affairs: 6,217 miles
Paved: 261.4 miles (22%)
Gravel: 105.7 miles (3%)
Unimproved Dirt: 4,199.4 miles (72%)
Primitive: 276.9 miles (3%)



Road Surface Type by Ownership and Mileage



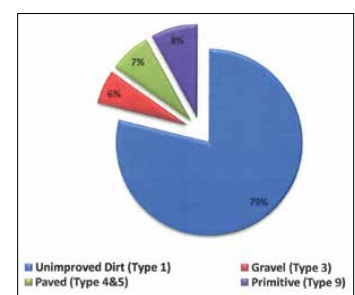
NN Tribal Roads: 5,010 miles
Paved: 82 miles (2%)
Gravel: 18.2 miles (Less than 1%)
Unimproved Dirt: 4,875.1 miles (97%)
Primitive: 34.3 miles (1%)



Navajo DOT heavy equipment on the streets of Chinle during Operation: Storm Surge 2013. Following NDOT is National Relief Charities, which also volunteered services.

Road Surface Type by Ownership and Mileage

County Roads: 1,864 miles
Paved: 133.9 miles (7%)
Gravel: 109.7 miles (6%)
Unimproved Dirt: 1,469.5 miles (79%)
Primitive: 151.2 miles (8%)



Rock Point community submerged by floods

Photos by
GERALDINE JONES



Volunteers ride in the bed of a M35 2.5 ton cargo truck to get through flood waters in Rock Point. Several families were stranded when roads became flooded.



Left, a lone trailer in the distance is flooded from Sept. 2013 monsoons. Right, a Navajo elder receives assistance from volunteers.



Left, NDOT road crews busy themselves with providing accessibility to Rock Point. Right, flood waters nearly reached the road surface of this bridge.



A helicopter was flown in to provide evacuation and medical services for stranded residents in Rock Point.



The 2.5 ton cargo truck drives toward stranded residents in high flood waters, while a helicopter navigates from above.

BUILD AN AIRPORT, TRAVEL ANYWHERE IN THE WORLD

In spring 2011, the Dept of Airports Management submitted two grant applications for Window Rock Airport rehabilitation and a master plan for the Navajo Nation Airports. Subsequently, the Navajo Nation received two federal grants for the projects in 2011.

The Window Rock Airport rehabilitation project was awarded \$841,700 and the master plan was awarded \$600,000. However, provisions of the grant agreement with regard to the Navajo Business Opportunity Act and Navajo Preference in Employment Act have kept the funding in limbo until July 2013, when the Navajo Nation Council approved Legislation No. 0092-13.

The legislation allows for amendments to the Navajo Nation Code to waive the NBOA and NPEA, in order to receive the grant funding from the Federal Aviation Administration.

Arlando Teller, program manager for Department of Airports Management, said the legislation has been challenging,

regulations in compensation for waiving the Navajo laws.

Efforts with the legislation began with the SAS 164 Review. NDOT met with the Department of Justice to mediate solutions for the legislation. Meetings between NDOT, DOJ and FAA were also held to discuss components of the legislation.

After Legislation No. 0092-13 was drafted, NDOT reported before the Law and Order Committee, Resources and Development Committee, Health, Human Services and Education Committee, Naa'biki'yati Committee, and finally, the 22nd Navajo Nation Council.

Despite the lengthy and time-consuming process, Teller sees progression for the future.

"I foresee Airports Management growing into a full service department, comprised of an administration section, finance section, contracts, grants and leasing section, planning and development section, and airport, airfield maintenance section," Teller said.

He also envisions field offices at each airport to address daily

Aviation funding now available for NN

Continued from page 9

Still, Tsosie preferred the scheduling of government-to-government dialogue with the Obama Administration for settling the issue. He insisted that waiving tribal sovereignty for the FAA will only lead to similar circumstances with the Affordable Healthcare Act, Navajo water rights, and negotiations with power plants.

Legislation sponsor Katherine Benally (Chilchinbeto, Dennehotso, Kayenta) lauded the comments from her colleagues, but brought focus to the discussion by reviewing the benefits of the resolution for the Navajo Nation.

"I will be glad and happy to walk away from this legislation if you as Council, will give this organization, NDOT Airports Program, \$243 million within five years to rebuild all of their roads," Benally said. "We're not talking peanuts. We're talking \$243 million."

Walter Phelps (Birdsprings, Cameron, Coalmine Canyon, Leupp, Tolani Lake) compared the legislation to similar provisions that were waived to accommodate the emergency declaration for the paving of Navajo Route 20.

However, he said even if tribal sovereignty was waived, future Navajo generations would again have to deal with this issue further down the road, as tourism opportunities pick up for the Navajo Nation.

"Whether it's coming from Washington, D.C. or someplace else, I think this question will be before us again. Let's hold off on it until we have a discussion on it with President Obama and see where it leads us," Phelps said.

Another committee member maintained taking a practical

approach.

Leonard Pete (Chinle) said, "Our seal shows the rainbow doesn't completely cover us. It's open. If we were totally 100 percent sovereign, that rainbow should be complete, a 100 percent circle," Pete said.

He noted that such waivers are just a normal part of business of doing business with the government.

"Anytime federal money comes through, there's always a string attached to it. I see this coming up again and again . . . Indian preference," he said.

Airports Management program manager Arlando Teller explained the \$243 million projection.

Teller said he submitted a five-year capital improvement plan to the FAA, Arizona Department of Transportation, New Mexico Department of Transportation, and NDOT. The plan detailed needs for each of the airports, ranging from runway reconstruction at \$2 million to perimeter fencing at \$450,000.

Other considerations included electrical upgrades at \$450,000.

"That's just for one airport. Multiply that by five years by seven airports. \$243,000 is a conservative amount," Teller said.

When called to a vote, the Council approved the legislation by a vote of 19-1.

"The FAA implements Federal Indian Preference laws and regulations, whereas the Navajo Nation applies Navajo Preference laws and regulations in compensation for waiving Navajo laws."

since its submission to the Navajo Nation Council in 2011.

"The FAA implements Federal Indian Preference laws and regulations, whereas, the Navajo Nation applies Navajo Preference laws and regulations," Teller said.

He noted that the Navajo Nation could still apply Federal Indian Preference laws and

and seasonal airport management and maintenance.

"There's still a lot of ground to cover to improve interagency understanding between the FAA and the Navajo Nation," Teller said.

NDOT Dept of Roads road maintenance across Navajo Nation

EASTERN AGENCY

156.2 miles of earth roads bladed in Tohajiilee, NM. 150.9 miles of non-contract routes in the Eastern Agency.

0.2 miles of sand removal in Thajiilee on Route 7057.

55.3 miles of washout repairs completed in Ojo Encino, Casamero Lake and Torreon. 155.9 miles of non-contract routes in the Eastern Agency.

120.7 miles of litter pickup on identified Eastern Agency routes in Tohajiilee, Breadsprings, Pueblo Pintado, Smith Lake, Mariano Lake, Pinedale, and Crownpoint. 352.4 miles of non-contract road patrol conducted in Eastern Agency.

305 miles of clean drainage structure completed in Tohajiilee.

WESTERN AGENCY

318.4 miles of earth roads bladed in Western Agency. Plus 98.2 miles of non-contract routes in the Western Agency.

0.5 miles of brush and tree removal was completed on identified route in Leupp for Route 6910.

4.3 miles of cleaning and reshaping ditch line on unearthened route for identified route in Leupp.

459.35 miles of road patrol conducted on identified routes in Western Agency during inclement weather for Chilchinbeto, Dennehotso, Kayenta,

Tuba City, Bodaway-Gap, and Coppermine. Plus 542.3 miles of non-contract routes in Western Agency.

68.95 miles of emergency washout repair in Tonalea-Cow Springs, Ariz. Plus 22.3 miles of non-contract routes in the Western Agency.

Nine signs were cleaned, washed and inspected on identified route in Tonalea-Cowsprings. Plus signage repair and replacement.

Five miles of slide removal was completed in Tonalea-Cowsprings.

FT. DEFIANCE AGENCY

318.4 miles of earth roads bladed for Ft. Defiance Agency. Plus 98.2 miles of non-contract routes completed in the Ft. Defiance Agency.

418.95 miles of road patrols were conducted on identified routes in Ft. Defiance Agency during inclement weather. 317.8 miles of non-contract routes was conducted on identified routes.

84 miles of cleaning and reshaping ditches in Dilkon, Indian Wells, and Teesto areas. Plus 44.3 miles of cleaning and reshaping on non-contract routes.

40.2 miles of washout repairs in Casamero Lake and Steamboat. Plus 54.92 miles of non-contract routes.

33 signs were repaired and replaced, cleaned and washed on identified routes

in Blue Canyon, Steamboat, Dilkon, Indian Wells, Teesto, and Greasewood. 25 signs were cleaned and washed on non-contract routes.

140.3 miles of brush and tree removal. Plus 47.3 miles of non-contract routes.

11.5 miles of litter pickup was conducted on identified routes in Steamboat, Dilkon, and Indian Wells. Plus 8.9 miles of non-contract routes.

3.5 miles of slide removal was completed on identified routes in Dilkon and Teesto.

NORTHERN AGENCY

369 miles of earth roads were bladed in Northern Agency. Plus 28.1 miles of non-contract routes.

89.6 miles of cleaning and reshaping ditches on identified routes in Sanostee, Burnham and Nenahnezah.

61.5 miles of road patrol completed in Cove, Red Valley, Sanostee, Rock Point and Shiprock. Also 0.6 miles of non-contract routes.

68.15 miles of washout repairs have been completed in routes in Cove, Sanostee, Red

Valley and Burnham. Also 3.5 miles of non-contract routes

1.7 miles of litter pickup was completed in the Northern Agency.

CHINLE AGENCY

373.5 miles of earth roads were bladed in the Chinle Agency. This included 128.1 miles of non-contract earth roads.

943.4 miles of road patrol was completed in Tsail, Wheatfields, Rough Rock, Lukachukai, Many Farms, Tachee, Pinon, and Whippoorwill area. This included 210.9 miles of non-contract routes road patrol in Pinon, Round Rock, Lukachukai, Black Mesa, and Blue Gap. 155.8 miles of washout repairs were completed in Whippoorwill, Low Mountain, Tachee, and Pinon. Also included were 3.3 miles of non-contract routes completed in the Hard Rock area.

11.6 miles of litter pickup was completed in the Chinle Agency on contract routes.

5 miles of brush and tree removal was also completed on contract routes.



AIR MEDICAL TRANSPORTATION MEET AND GREET



On Sept. 18, 2013, the NDOT Department of Airports Management hosted "Meet and Greet with Air Medical Companies" at the Navajo Transportation Complex. Air transport companies working with the Navajo Nation shared challenges and issues on providing safe air medical services through Navajo Nation airports.



Left, Arlando Teller, program Manager for Dept. of Airports Management. Right, discussions focused on runway improvements.



OPERATION: STORM SURGE ACROSS THE NAVAJO NATION

Continued from page 6
debris. A total of 15.1 miles of road was bladed or reshaped. A total of 411.47 cubic yards was backfilled.

The total cost for efforts in the Tonalea area amounted to \$26,580. Travel expenses were 1,920. Fleet expenses were \$14,244. Personnel expenses amounted to \$9,147.

Routes that were addressed in the area by NDOT road crews included 6011, 6260, 513N, 6270, 6269, N631, and 213.

NDOT worked with the BIA Force Account crew to address flooding in the San Juan Chapter area, which had five routes that were flooded and three sinkholes.

Crews cleared the area in four days.

Interstate 40 near Tohajiilee was temporarily closed to one lane by New Mexico Department of Transportation on Sept. 13, after a 20-foot sinkhole was

discovered in the center of the freeway.

Another area of concern was U.S. Route 491, which was momentarily closed, after the rainstorms flooded the damaged roadway between Naschitti and Sheep Springs.

NMDOT road crews cleared the roadway and opened it up to traffic.

Information:
www.navajodot.org



McKinley County Air Medical Services is a major partner with the Navajo Nation in providing air medical services across the Navajo Nation.



NDOT trust land status with NHLC debated by Nabi

Continued from front page
negotiated between the division and the commission at the recent meeting. [see related story]

Included in the agreement with the commission is the initial \$200,000 purchase price of the land in Silver City, a one-time payment of \$25,000 and the first year's \$25,000 rental cost for a total of \$250,000.

The legislation reached the floor for debate.

One committee member did not think the arrangement was fair.

Delegate Katherine Benally (Chilchinbeto, Dennehotso, Kayenta) raised the issue of NDOT being double charged by the commission for leasing the land.

"NDOT will be paying twice," Benally said.

She said such costs would take away funding from the NDOT road projects.

"I don't think NDOT should be paying twice for the purchase of the land and then trying to lease it out again. That's ridiculous," Benally said.

Her colleague Dwight Witherspoon (Black Mesa, Forest Lake, Hard Rock, Pinon, Wippoorwill) countered that the NHLC's first year payment of \$250,000 was still less than the \$260,000 in taxes that could be imposed by N.M. if the land was not taken into trust.

"We as a commission, have a responsibility that in any of our future land purchases, we want to try to select for potential economic development so we can try to assist those families, individuals and communities that have been impacted by relocation," Witherspoon said.

Leonard Tsosie (Baca-Prewitt, Casamero Lake, Counselor, Littlewater, Ojo Encino, Pueblo Pintado, Torreon, Whitehorse Lake) likened the insistence on

rent as "a double shakedown."

He admitted that the complications to take the land into trust could have easily been averted by constructing the building upon tribal lands to begin with.

"See, the bad way of doing it started when somebody planned the NDOT building over there. That should have been built in Window Rock, I don't know why they did that," Tsosie said. "But that was in the days before Mr. Chaco."

He said members of the NHLC shouldn't view their authority as being landlords over the money, but rather, looking at the process for the benefit of all Navajos.

"I'd like to use the Relocation Act to buy some lands in Colorado, south of Fort Lewis College, so we could build college dorms for Navajo kids," Tsosie said.

Benally proposed an amendment to the legislation to cap the \$25,000 annual rental fee for a period of 10 years, but was voted down by 5-7.

Witherspoon, who also sits on the NHLC, said the rent was fair deal and that the commission was benefitting the Navajo Nation \$2.3 million over a 10-year period.

He maintained the funds would benefit people impacted by relocation.

The same day, the committee also approved Legislation No. 0268-13, which was for approval of the Intergovernmental Agreement between the Navajo Nation and San Juan County, N.M. for the road maintenance and road improvement projects.

The legislation passed again with a vote of 12-0.

ADOT reports to Resources & Development on N20



Resources and Development Committee Chairwoman Katherine Benally listens to a report from the Arizona Department of Transportation on the planning efforts on Navajo Route 20 in August 2013.



Taft Blackhorse, department manager for NDOT Dept of Compliance, reports to the Resources and Development Committee alongside Dallas Hammit, deputy state engineer for Arizona Department of Transportation.



The Resources and Development Committee of the 22nd Navajo Nation Council listens to a report from NDOT and ADOT on Navajo Route 20 construction efforts.

Map out your regional transportation planning efforts.

NAVAJO DIVISION OF TRANSPORTATION CHAPTER WORK SESSION

November 18-19, 2013

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